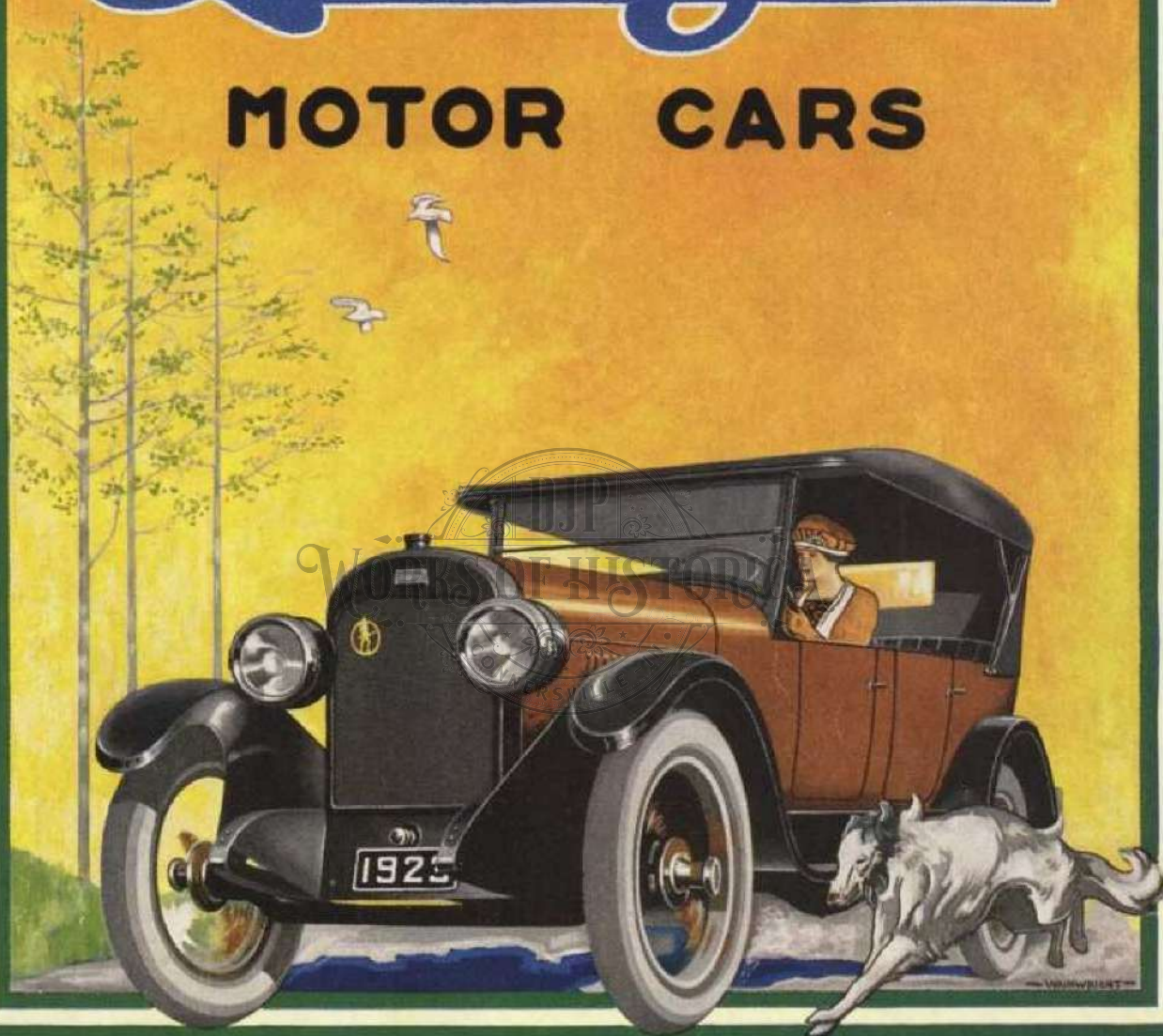


Lexington

MOTOR CARS



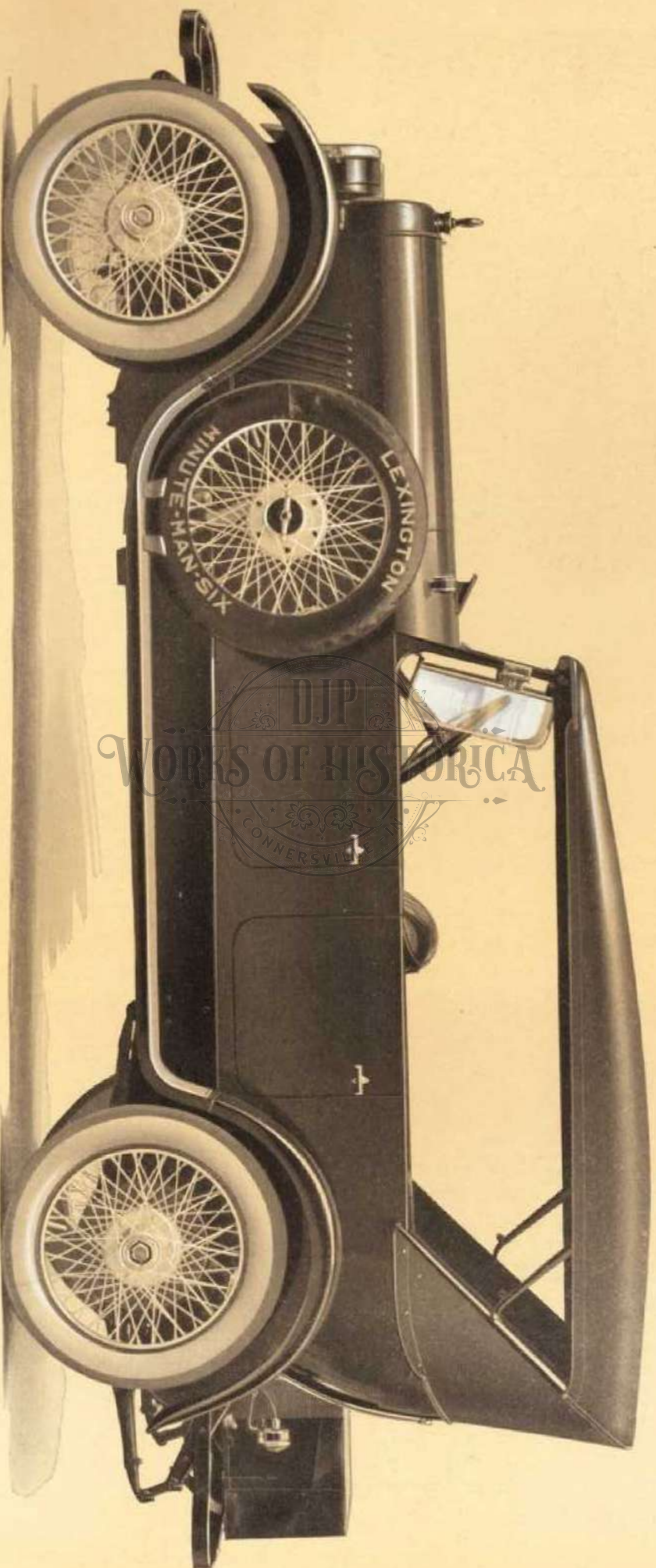
PITTSBURGH LEXINGTON AUTOMOBILE CO.
5920 Penn Avenue
PITTSBURGH, PA.

Lexington
MINUTE MAN SIX

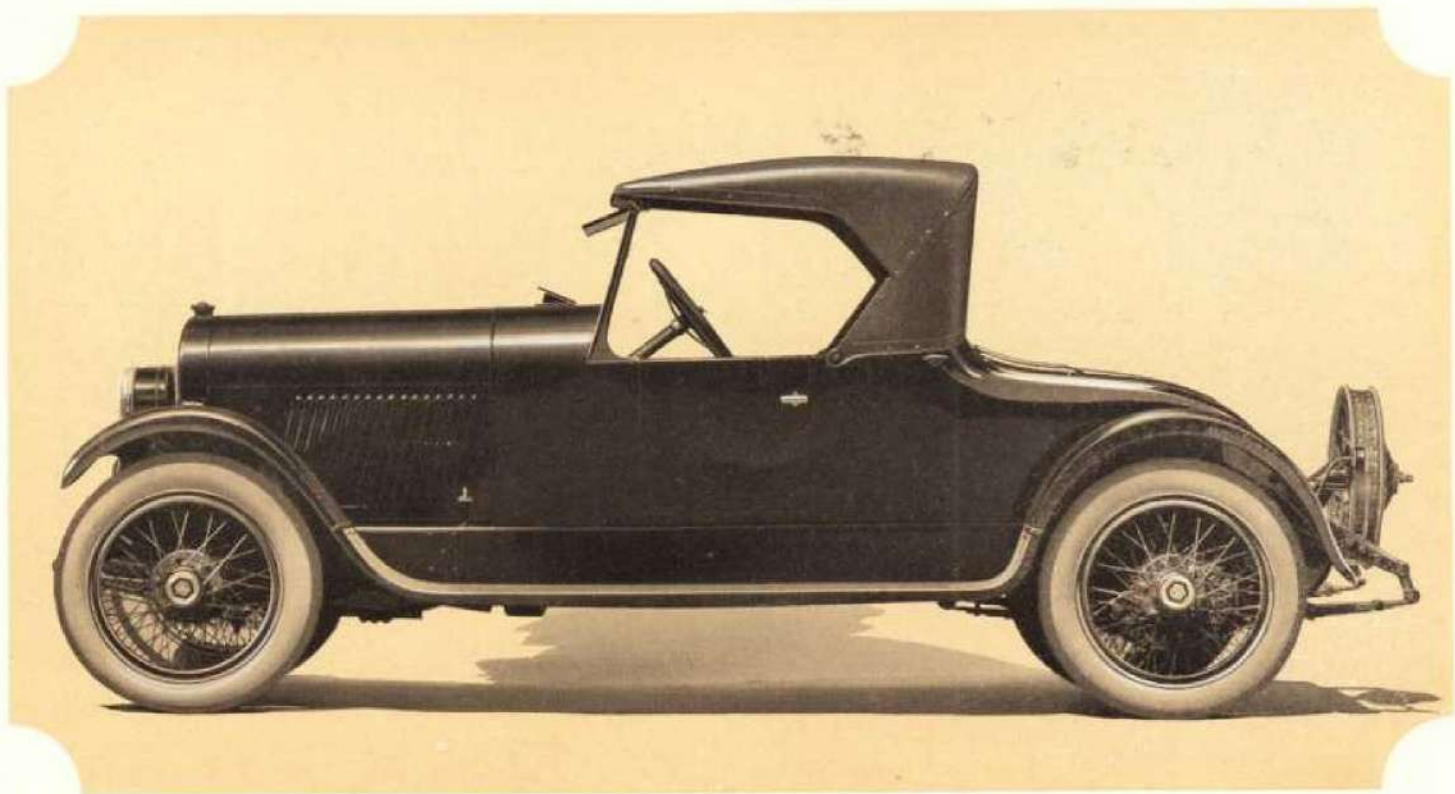
MOTOR CARS



Announcing a New Series



YOU can't imagine a more complete motor car than this New Lexington Lark! Every touring necessity has been thought of and provided—bumpers front and rear; motor meter; cowl lamps; windshield wiper; windshield wings; trunk and trunk rack; polished body bars—everything is there. Furthermore, wire or disc wheels are optional, with two extra wheels and tires included. The Lexington Lark is a challenge to you!



THERE is something gay, something debonair, about the Roadster that calls to youth like spring time—but when used by folks who are *more years young* it can be sufficiently decorous, too.

Insouciant, from the French, best describes it! A tilt to the top that is almost saucy bids one believe that life is not too serious.

Delightfully smooth lines flow back from the radiator, tapering off gracefully into the *turtle-back* deck. Polished aluminum deck bars, on which the top rests when lowered, prevent any chance of plainness, and flash back the sunlight as it skims softly by.

A closer inspection reveals a locker door of unusually generous proportions that gives easy access to the commodious storage space under the deck.

Glancing inside you are instantly impressed with the snugness of the interior: a snugness, however, that permits ample elbow room and leg room for everybody. Three can be cozily accommodated when three are just *company*, and not a *crowd*! Back of the wide

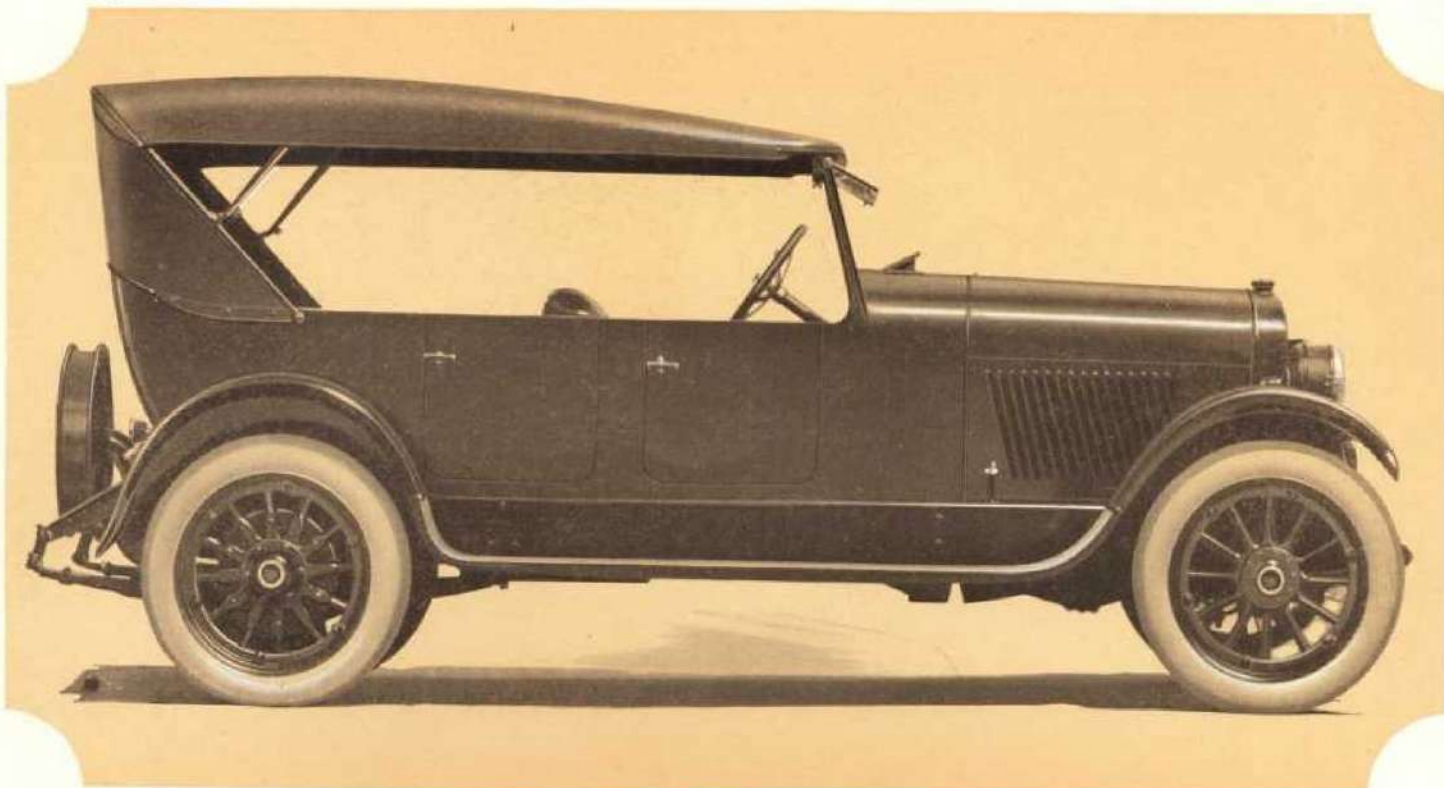
seat, but inside of the top, is a handy parcel locker with neatly-fitting lid.

Wire wheels cost a little bit extra but they make the Roadster look *awfully swanky*, as the British say.

The Roadster can be a helpful business partner as well as a boon companion over windswept hills!

Let our nearest Dealer demonstrate the Roadster to you soon. You will like it.





NO pains have been spared to make the five-passenger and seven-passenger Touring Cars the utmost in individual transportation.

Ample leg room in both the front compartment and the tonneau is characteristic of all models of this New Series of the Lexington Minute Man Six.

Combined with high seat backs, and wide, deep cushions, the exceptional

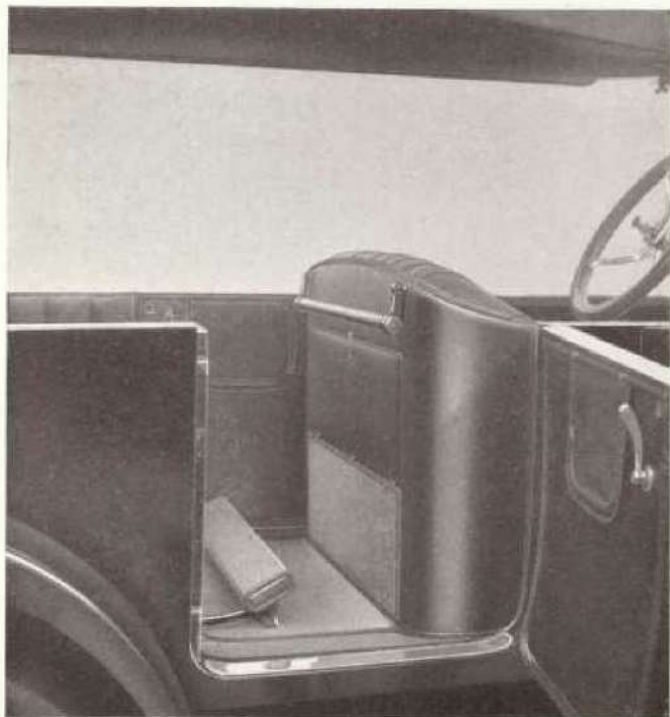
length of the springs affords riding comfort of unparalleled ease. Upholstery is of finest genuine leather.

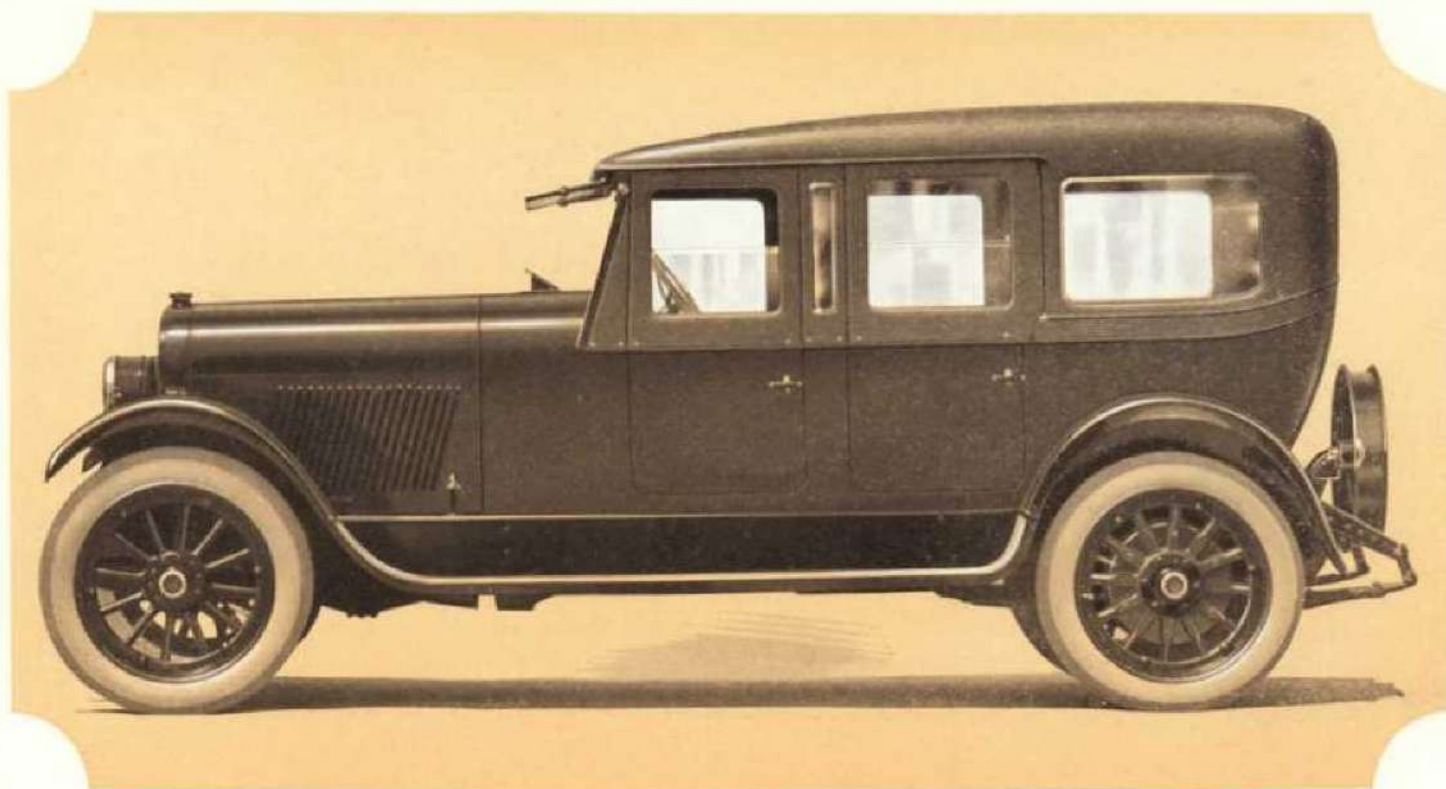
In the smaller cut on this page you will note the locker in the back of the front seat. Here the storm curtains are stored, and there is room for other equipment as well. (This locker space is utilized for the two auxiliary seats in the seven-passenger.)

Every storm curtain is plainly marked so that they are readily attached when needed. Curtain rods are provided so that the door curtains may open with the wide, full-U doors on both sides and front and rear.

Handsome and substantial foot rests and robe rails complete the equipment.

All Lexington tops are tailored to fit individual cars on which they go out. Gypsy curtains button to top supports, secluding passengers without obstructing their view. These gypsy curtains also prevent a lot of dust from reaching passengers. A wide plate-glass window permits a clear view to the rear for the driver. See a Lexington Touring Car—!





IT IS indisputable that the closed car, in one form or another, is making tremendous strides toward supremacy among automobile types. California Tops have had no small part in bringing this about. Two models are offered in this style in the New Series Lexington—a five-passenger and a seven-passenger.

One of the striking features of Lexington California Tops is found in the windshield enclosure. No ugly bulges are apparent. Instead, the lines are smooth and flowing.

Unusual ventilation is afforded through the cowl and the upper panel of the windshield. Furthermore, the glass in the doors is so divided that they, too, may be opened to the breeze when the summer sun is beating down.

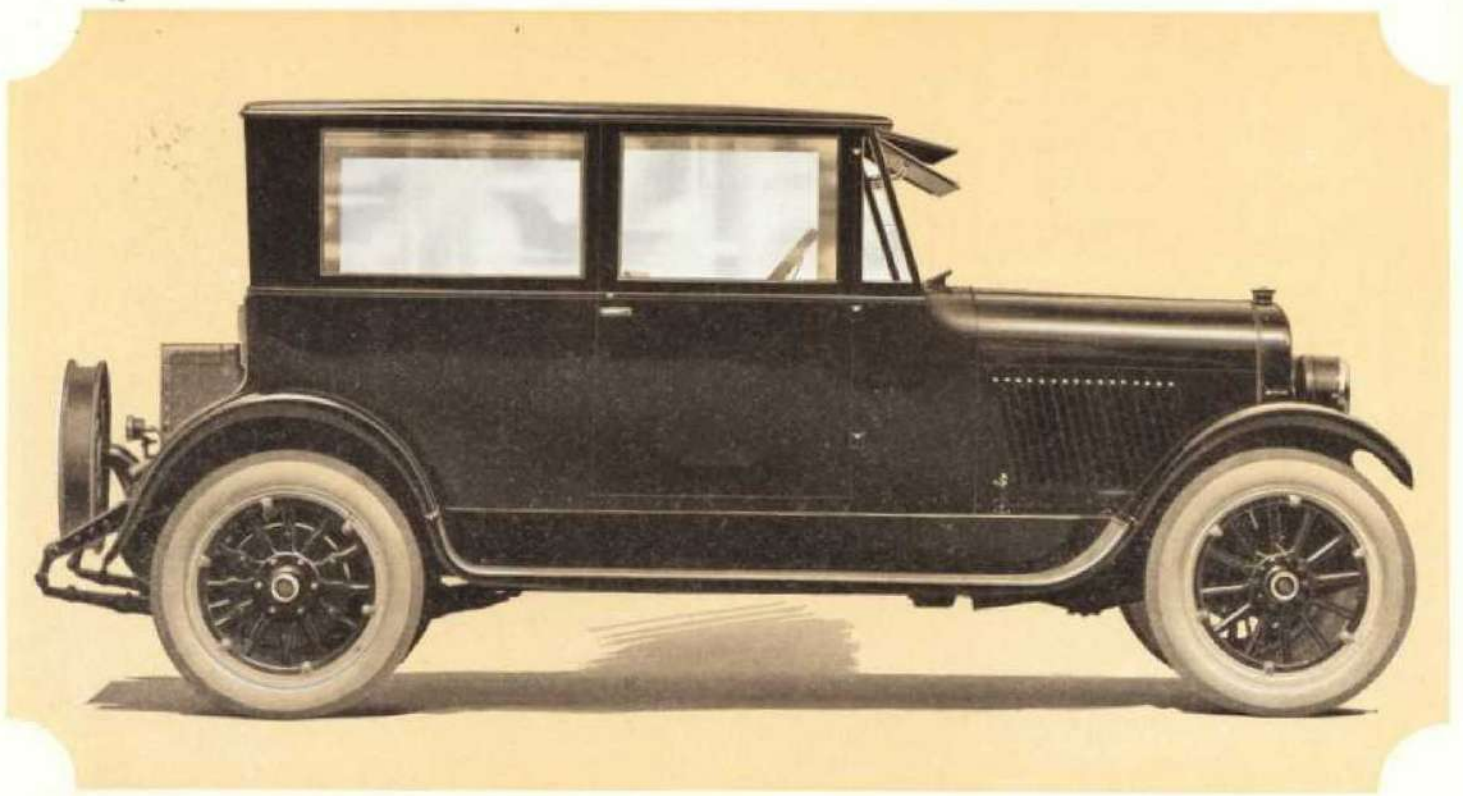
When desired, these door panels may be entirely removed—thus providing an ideal open car with the great advantage of a thick, permanent roof that perfectly insulates the interior from the direct rays of the sun. A handy ceiling locker snugly stows away the storm curtains that might be needed when the four

panels are thus removed. This locker is located immediately over the driver.

Many attractive features will be noted in the interior view herewith: silk roller curtains, a dome light, hand rails, and many another touring accessory.

Bevelled plate glass adds a touch of richness and distinction that is usually identified with much costlier closed cars. See a Lexington California Top today!





ABOUT the appearance of the Brougham is something that thrills you! It isn't flashy—it isn't bizarre—it isn't conspicuous—and yet it attracts attention.

It doesn't dominate through bulk—nor appeal through being *petite*—but still people *do turn to look!*

The mirror-like finish of the body lends the same charm as a perfect attire. The

water-like transparency of the wide windows completes an impression of richness that is more of *feeling* than of actual observation.

And inside you will find that your hopes are fulfilled instead of being dashed. Suitable curtains may be drawn at the three rear windows if desired.

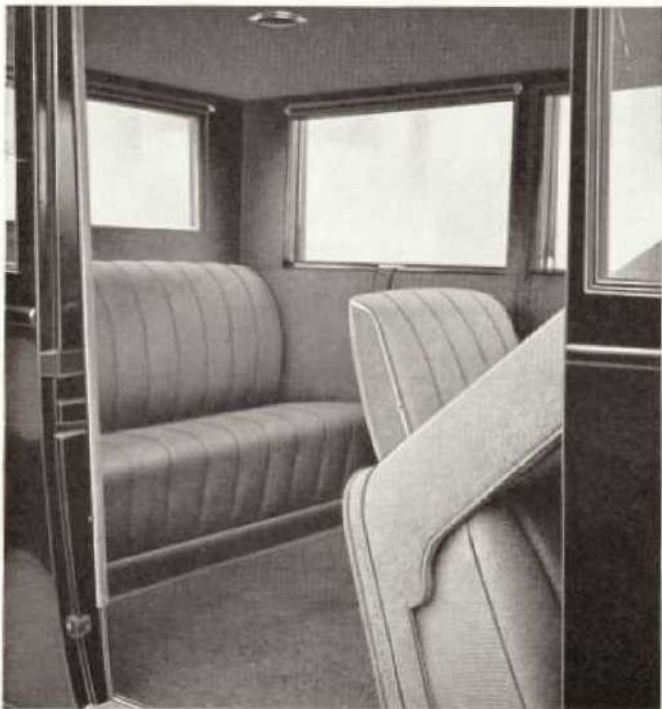
And when you elect to drive you discover to your pleasure that wheel, pedals, and levers are just right.

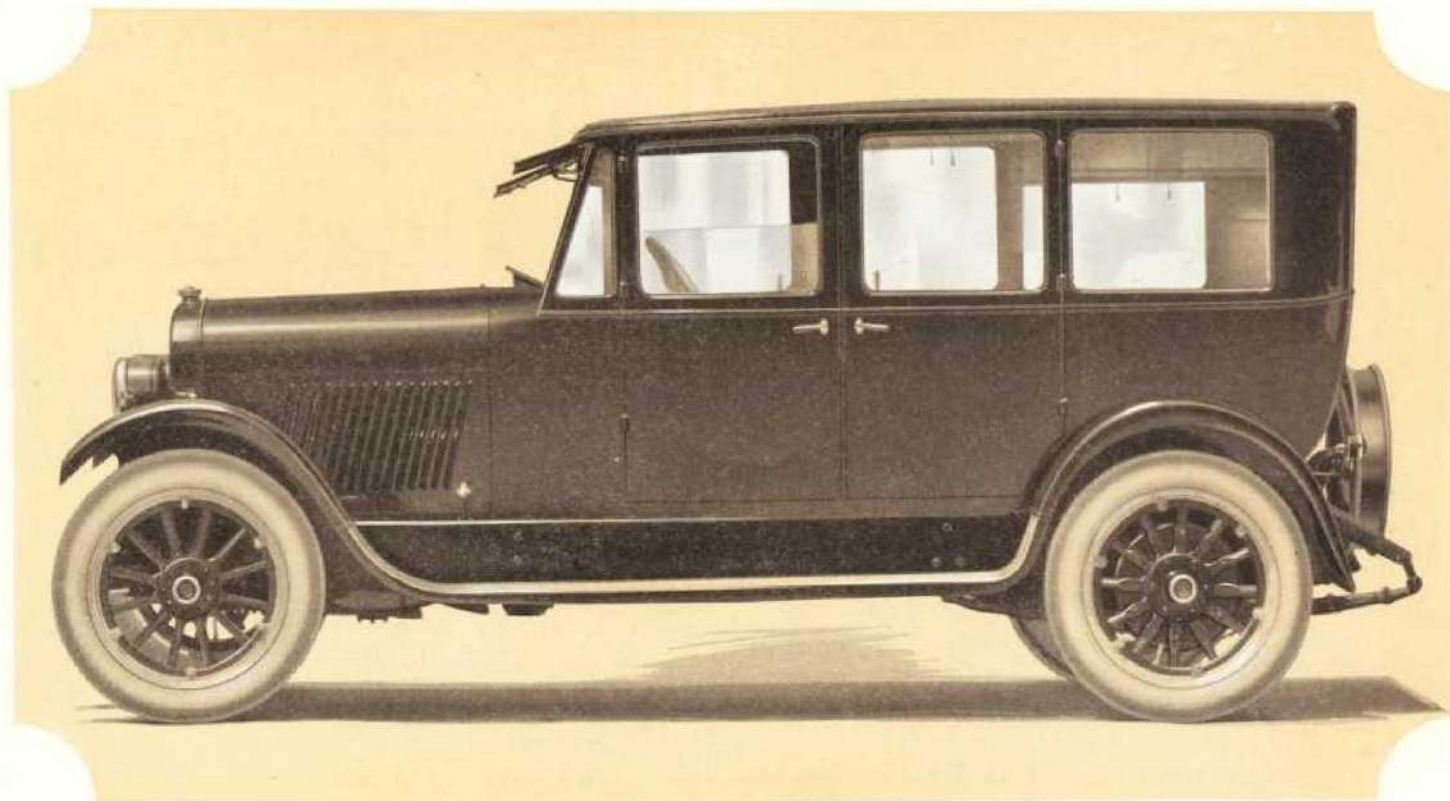
Also, an unusual driving vision makes it unnecessary to twist and peer as other closed-car drivers must.

The trunk at the rear, besides adding a touch of smartness to the whole *ensemble*, keeps two big suit cases dust-proof and weather-tight.

When you pull into the night stop, *thrilled* rather than *tired* by the day's ride, you can look ahead to a change of raiment with equanimity—assured by experience that everything is just as clean and fresh as when packed.

People are realizing more and more that you can't really see the country unless you travel by motor car. Do you agree?





HERE is an ideal family car of unusually ample proportions! Five adults may ride in utmost comfort—and for those occasional extra needs taxi seats are provided that fold neatly away into the back of the front seat when not in use.

Cool in summer and warm in winter, the closed car has definitely arrived as the utmost in year-around transportation!

Ample provision has been made for ventilating in any season and in any climate. Wide plate glass windows are noiselessly raised or lowered by a smooth-turning silver crank that even a child can operate. Silk roller curtains may be drawn at the rear windows.

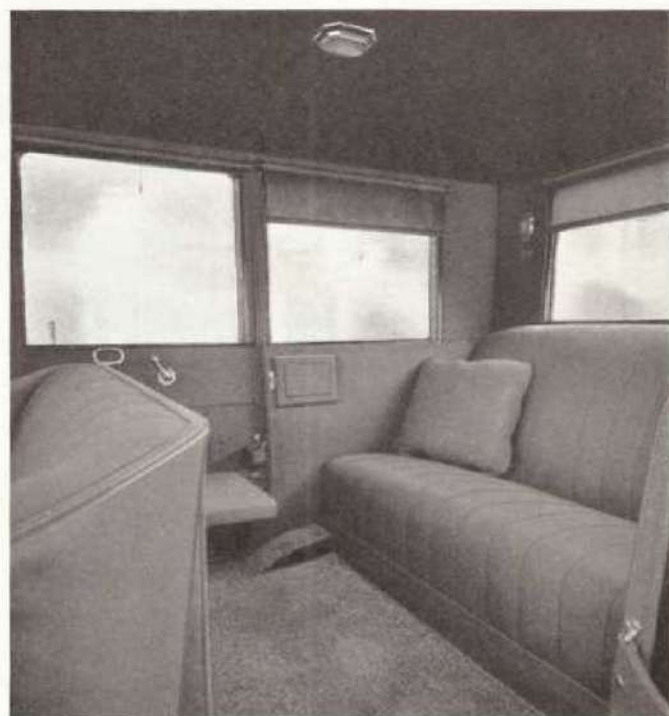
There's a seclusion about the New Series Lexington Sedan that is only comparable to the old-fashioned drawing room!

The rear seat offers a divan-like ease that lures the occupants to rest no matter how fast the pace on even in-different roads. Two hassocks serve in place of the ordinary foot rest, and a little cushion coaxes childish heads to dream-land when the homeward road stretches far ahead at the long day's end.

A dome light, and two shoulder lights, are done in dull silver to match the rest of the interior hardware.

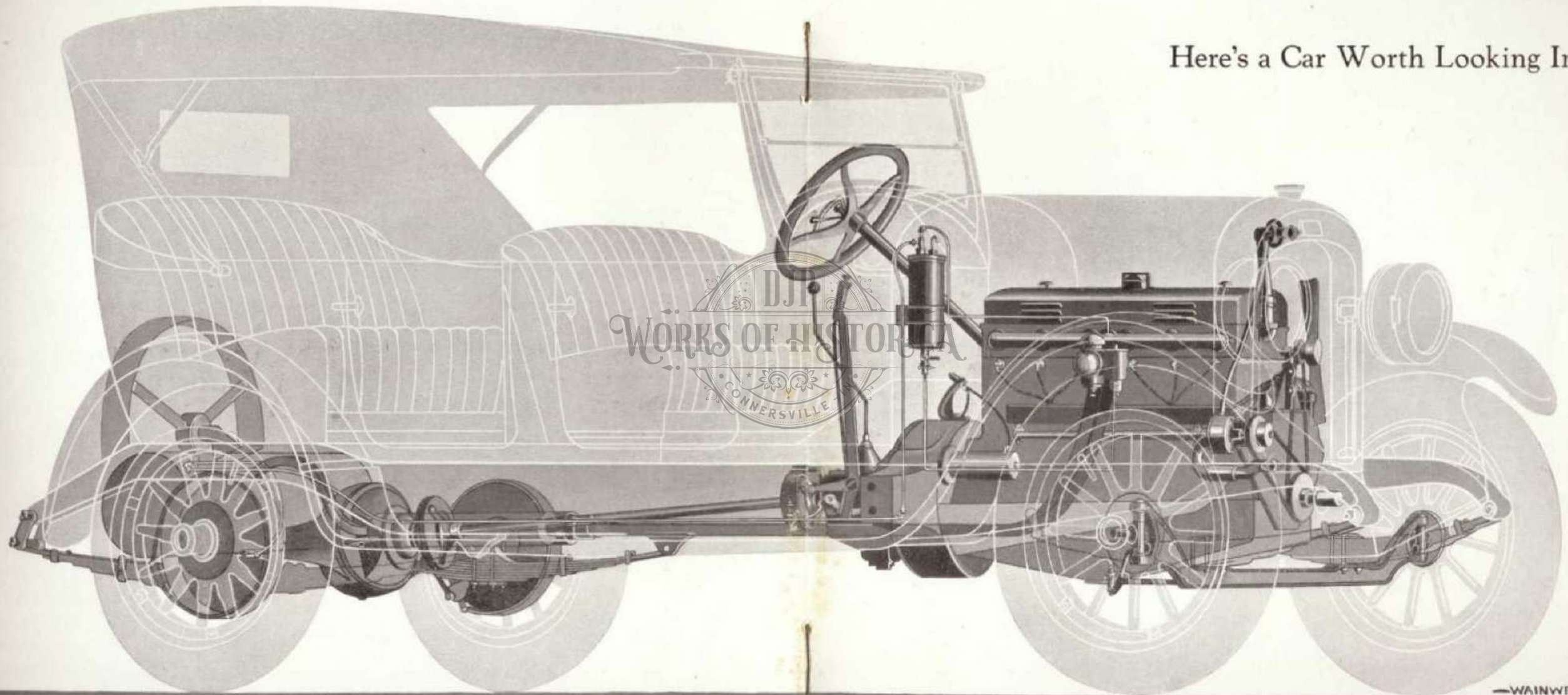
Besides, there is a complete vanity case on one side of the tonneau and a neat smoking set on the other. Truly, here is a little bit of home on wheels!

Won't you let our Dealer demonstrate the New Series Lexington Sedan to you? There won't be any obligation at all!



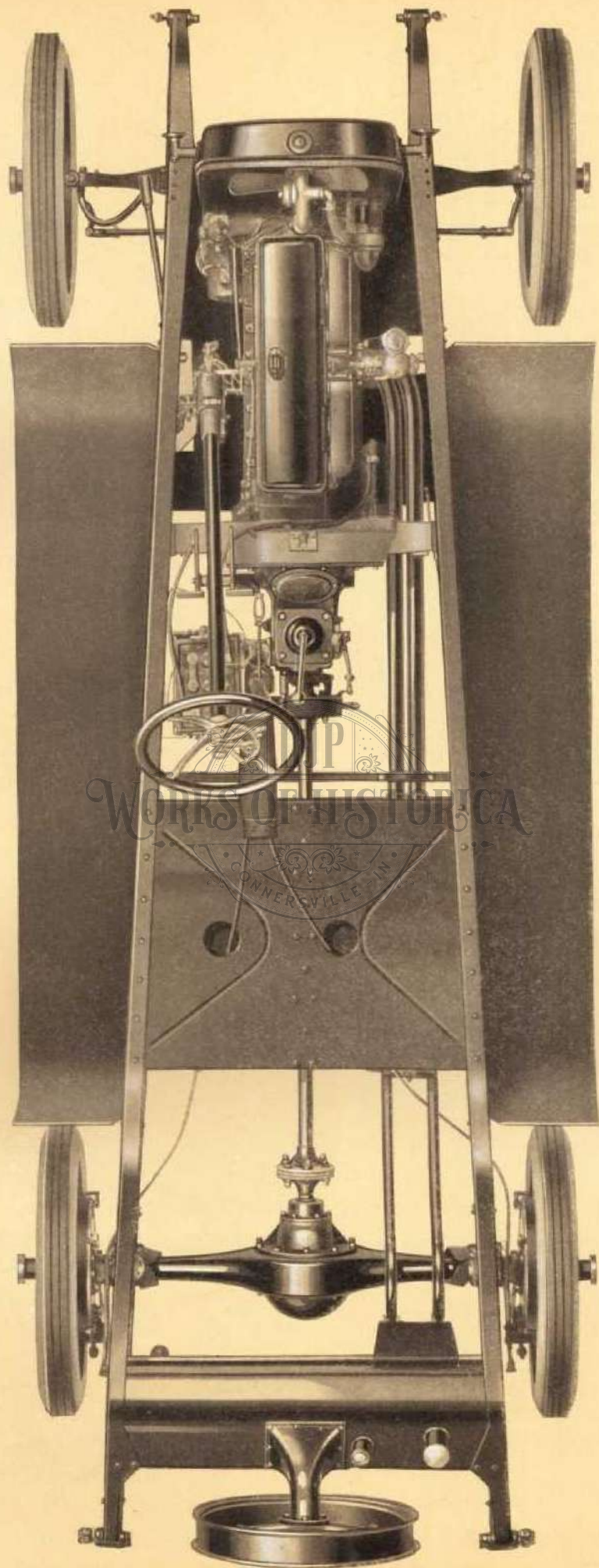
New Series Lexington Presents Notable Improvements— Embodying Most Advanced But Proven Engineering Ideas

Here's a Car Worth Looking Into!



There are so many notable improvements incorporated in the New Series Lexington chassis that nothing but a personal inspection on your part will permit you to become acquainted with them. You

will be impressed, however, in the view above, with the extreme sturdiness and classic simplicity of the mechanical units. Perfect co-ordination is obtained assuring Lexington owners of exceptional service!



LEXINGTON Motor Cars, equipped with the Ansted Engine, have hung up performance records that will long remain unchallenged. These are stock car records, and cover vital performance phases: endurance, hill-climbing, economy, and speed.

In the last analysis, the Ansted Engine is efficient for the same reason that the Browning gun is efficient—because it loads, fires, and loads again with such lightning-like rapidity.

To maintain this analogy a little further, the Ansted Engine loads gas charges instead of cartridges, explodes gasoline instead of powder, and ejects burnt gases instead of empty shells.

The Ansted Engine is able to “load” faster than conventional motors because the path traveled by the incoming gas stream is short, large, and unobstructed. The side outlet carburetor is bolted snugly to the intake passage through the exhaust manifold. The intake manifold itself is of large diameter and has no curves or bends to pocket the incoming gas stream.

Upon leaving the carburetor, the gas stream passes over the hot grid of the Lexi-gasifier, which volatilizes the gas vapor to its highest efficiency. Furthermore, the intake manifold is water-jacketed so that no condensation occurs. Gas vapor is injected into the combustion chambers of the cylinders in the best possible condition to do useful and economical work.

Thermostatic control of the water temperature enables the Ansted Engine to function properly whether used in zero weather or when the mercury is flirting around ninety-nine degrees.

No motor on the market will begin hitting smoothly as quickly as it does!

Extra large valves play their part in getting the fresh gas in faster and the burnt gas out more completely. This feature is only one of many that make the Ansted Engine powerful, flexible, economical, and quiet. Space herein does not permit of doing justice to the subject, but your nearest Lexington Dealer will show you why!

To the Moore Multiple Exhaust System must be given the credit for “unloading” the burnt gases faster and more completely than is possible with any stock passenger car motor on the market—for this is an exclusive, patented Lexington feature.

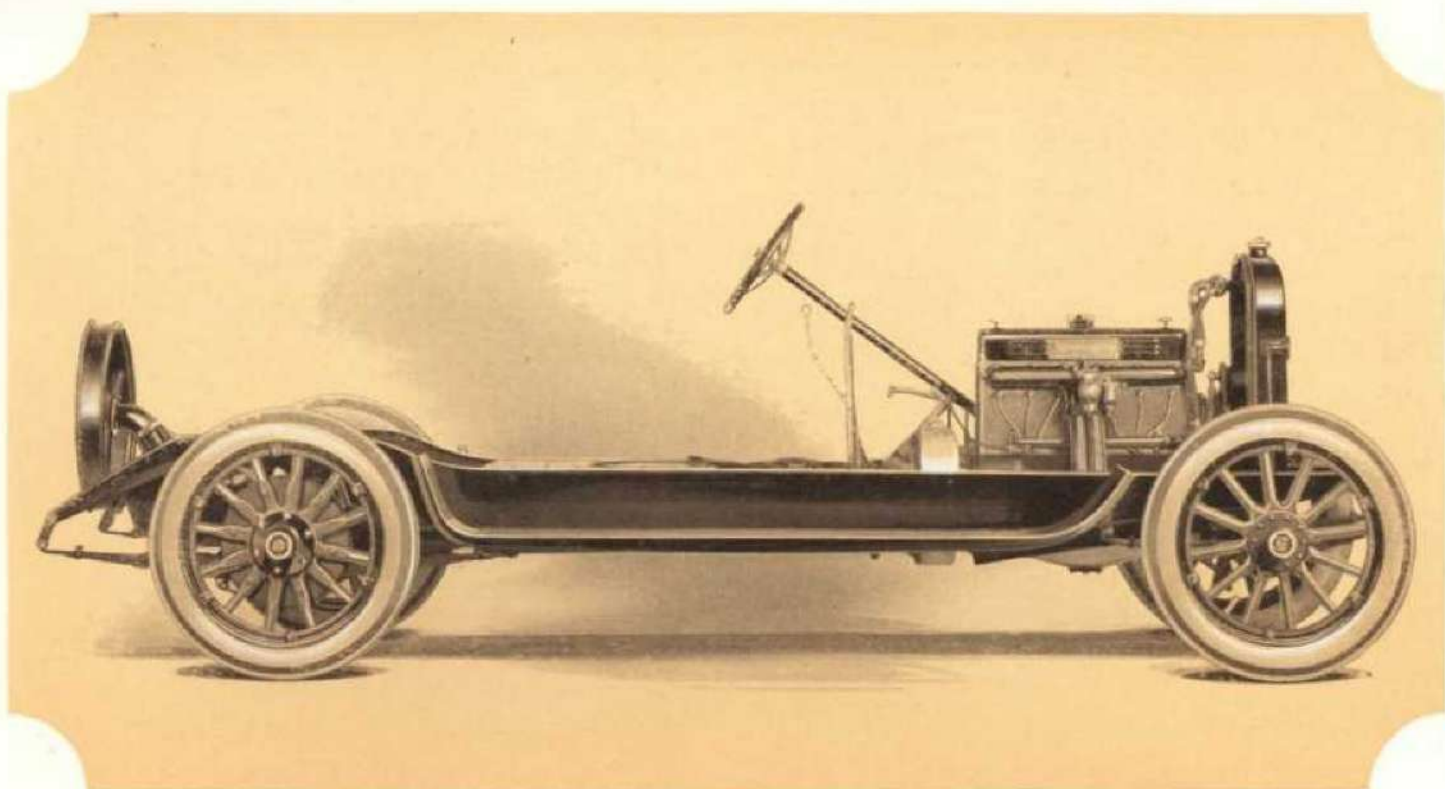
It is a simple device that prevents more than one cylinder exhausting into the same exhaust line at the same time. Every six-cylinder maker will point out the superiority of the six on account of the over-lapping power strokes; but not one will deny, if put to the question, that the co-incident over-lapping of the exhaust periods is detrimental.

By using the Moore Multiple Exhaust System, the Lexington augments the advantage of the over-lapping power strokes by eliminating the over-lapping of the exhaust periods.

Scientific tests have repeatedly proved that the Moore Multiple Exhaust System produces more power with less fuel than is possible with any other!

Another vital factor in the satisfactory performance of a motor is an efficient lubricating system. The lubricating system of the Ansted Engine is the most perfect known to automotive science. Oil is forced to every friction point—every bearing surface floats in oil!

Pistons of a new two-ring type show no trace of wear after thousands of miles of use—but neither slap nor pump oil!



The extreme simplicity and accessibility of the entire chassis arrangement is worth more than just a casual mention.

Please note the nicety of balance displayed in the disposition of ignition device and electric generator—also starting motor and water pump. To offset the battery and steering gear weight on one side, you find the double exhaust lines and mufflers on the other.

When you raise the hood of a New Series Lexington model it doesn't look like a miniature "barbed-wire entanglement!" It is clean-cut and business-like in the arrangement of spark and throttle controls. The spark plug wires are carried in conduit almost to the plugs.

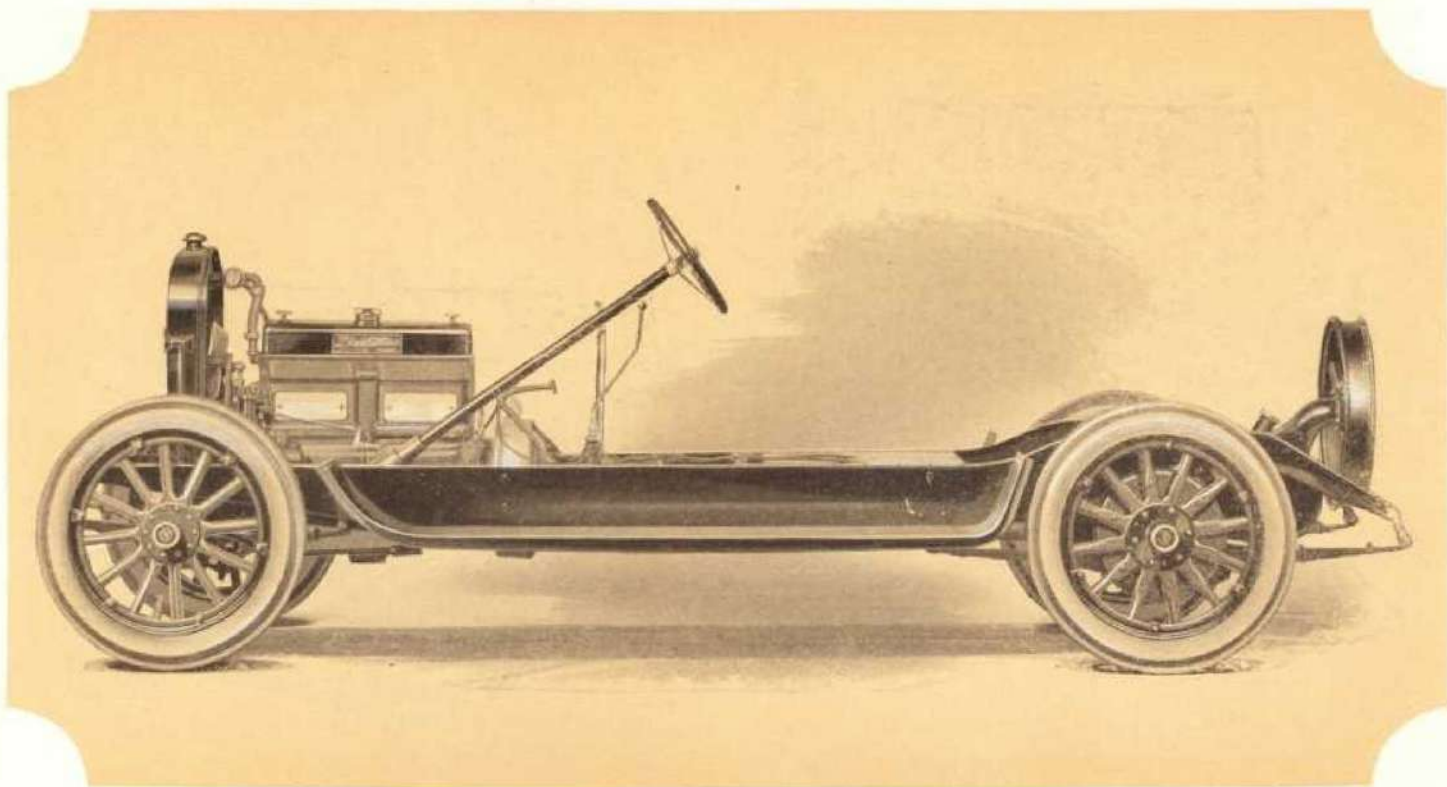
The battery is unusually well located for efficient service and convenient inspection. Only short cables are necessary to carry the "juice" from the battery to the starting switch, and from the starting switch to the starting motor. Any electrician will tell you that the shorter the distance traveled by the current, from the source of supply to the point of usage, the more effective the current will be. And the

floor board is divided lengthwise of the car so that the section over the battery may be easily and quickly removed for inspecting not only the battery but the cable brake adjustment, clutch, and transmission as well.

Oiling the clutch throw-out bearing is one of the most important and one of the most neglected things in the care of a motor car. It has been made easy in this new model by bringing the clutch throw-out oiler through the toe board. Here it is in plain sight at all times to remind you to put oil in, and you don't have to be an acrobat to do it!

While you are noting the great advantage of the clutch throw-out bearing oiler, consider a moment the equalizing arrangement provided on the service or foot brake. You will see that a flexible steel cable passes around a pulley which is linked to the right foot pedal. This pulley-and-cable mechanism absolutely equalizes the brake action so that the pressure on the brake bands of the rear wheels is equally positive on both.

This cable is carried to the rear of the chassis in armored conduit so that the



cable is protected from the elements all the way—throughout its entire length.

By removing the left floor board, the same as for inspection and care of the battery, the cable foot brakes are readily adjusted through the automatic locking turnbuckle.

This exclusive braking mechanism is the most positive, simple, and quiet ever designed for a motor car. Although considerably improved as applied to the New Series, it has been used on Lexington Motor Cars with universal success for the past two years. It gets away from a score of excess parts such as rods, shafts, bearings, clevises, and pins—eliminating all jerking and rattling usually so characteristic where the “drive” is taken by the rear springs. (Driving through the springs is the simplest and lightest construction possible, and combined with Lexington’s exclusive cable brake it is ideal.)

Speaking of springs, a ride in the New Series Lexington should convince you that here is the finest riding car you have ever had the pleasure of being in! And the beauty of this unexcelled

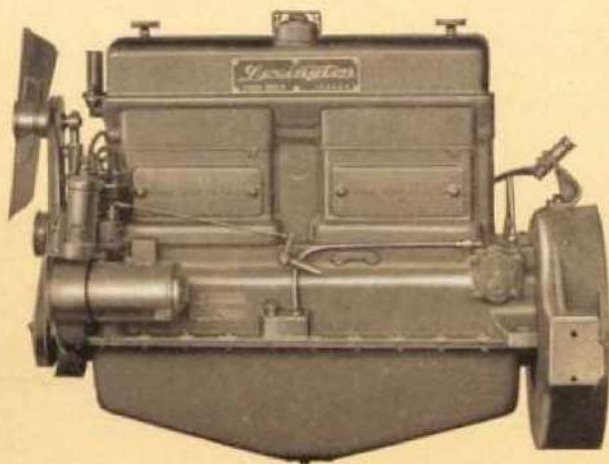
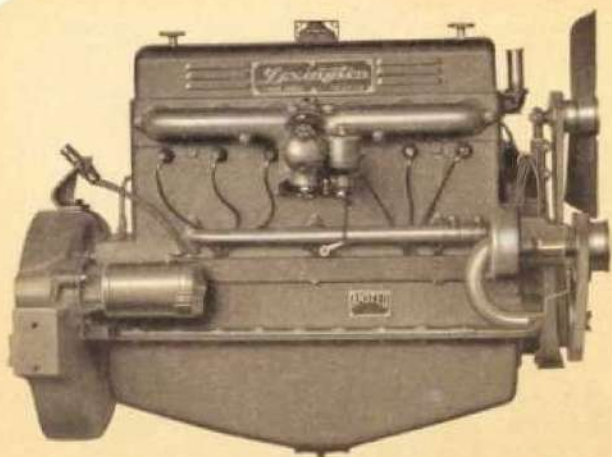
riding ease is that it is equally restful with one passenger or a full load. It simply *floats* under—or over—all road conditions at all times!

You have already noted the exceptional length of the springs, the rear ones particularly. They are fifty-nine inches long! Their action is comparable to the slow vibration period of a regulator clock with its long pendulum. They simply can’t pitch you into the top or plunge you through the cushions!

A great many cars ride nicely while new, until the lubricant between the spring leaves is ground out by mud and water. Then rust sets in and instead of the leaves sliding smoothly over each other they become set into an inflexible bow. Then squeaks and bumps!

Such a condition can not come about with the springs on the New Series Lexington, for “boots” have been provided at the factory that protect every spring!

These “boots” are laced snugly about the springs so the mud and the water are kept out and *the lubricant and easy-riding are kept in*—and permanently so!



Another thing about this New Series Lexington's springs—the spring bolts are all over-size. They are three-quarters of an inch in diameter at every point except the front end of the rear springs, there they are a full inch.

Every spring bolt is fitted with an efficient oiler. It is really fun to oil the New Series Lexington!

No car on the market can compare with the New Series Lexington in *permanent riding ease* that does not have a longer wheelbase, more weight, and a higher price!

Lexington was one of the first passenger cars to do away with metallic universal joints in the transmission line. Several years and thousands of cars have proved its wisdom.

The triplex fabric discs used on the New Series Lexington are strong enough for a truck. Like every other unit in the chassis, they, too, are designed for long, hard wear—proving the eternal economy of buying on quality instead of on price in a motor car!

These non-metallic universal joints are not only permanently quiet in opera-

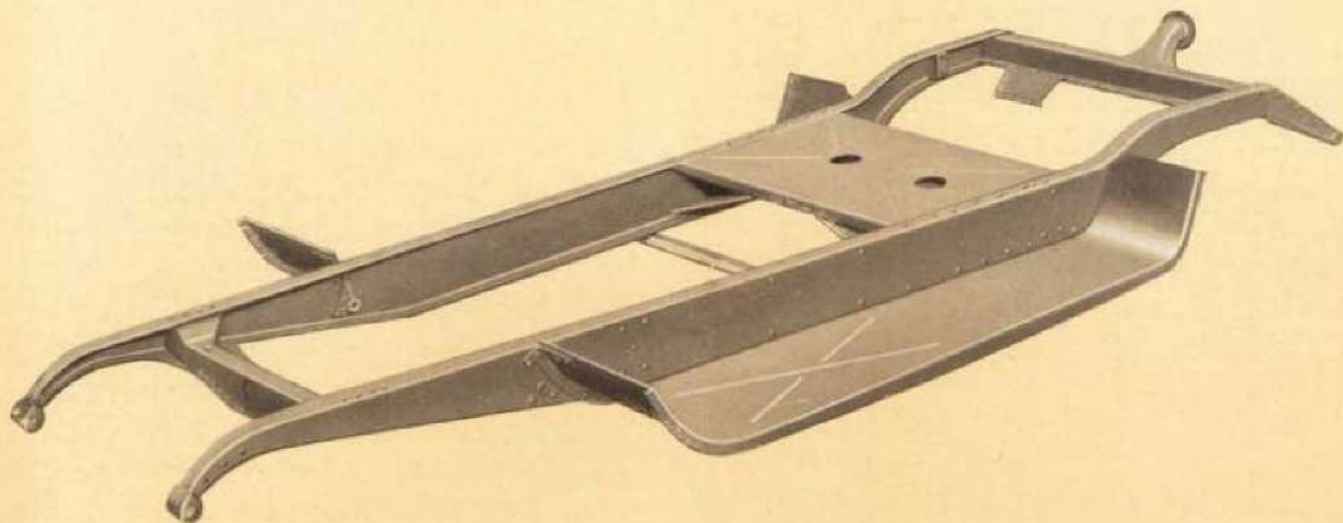
tion but they require no lubrication. Furthermore, they cushion all driving shocks, thus saving tremendous strains on the rear axle, transmission, and motor—and other units.

Coupled with the over-size propeller shaft, which is very strong but very light due to the patented process under which it is made, they give the New Series Lexington a velvety feeling as power surges back from the Ansted Engine to the driving wheels.

Starting is as smooth as a motor boat getting under way—stopping is a gliding halt like a toboggan coming ever so gently to a pause!

Doubtless the sturdiness of the New Lexington frame has already impressed you. Here is the most scientifically designed frame on the market!

Although following the same general engineering principles that have been used in all Lexington Motor Cars for the past three seasons, some noteworthy improvements are incorporated in this New Series Lexington frame. For instance, the rear cross-member has been splendidly reinforced by the addi-



tion of deep, wide gussets which armor the gas tank from top and rear attack like the shell of a turtle. The widely-copied spare tire carrier is continued, with minor refinements.

But the most notable departure from Lexington's previous practice is found in the center cross-member. Patents have been applied for on this double-triangular construction which promises to revolutionize frame building on quality cars. It is really a steel platform, about thirty inches square, supported by a bridge-like truss underneath, which stiffens the entire frame to an enormous degree.

Such a frame is best compared to a skyscraper foundation as contrasted with the flimsy stilts of a river shanty!

Lexington engineers were merciless in their tests of this construction before it was finally recommended. A finished car was driven at high speed over the worst kinds of dirt roads (ruts and thank-you-maams were sought with malice aforethought!) in an effort to rack the body and burst open the doors. But the car came through this gruelling

test unscathed, with every body joint just as snug as when it left the factory!

Having stiffened the frame at the rear and in the center, equal care was taken with the front end. The front cross-member forms a wide, deep cradle in which the radiator rests. It is fully in keeping with the balance of the construction and provides a frame that is fortified to withstand the assaults of 100,000 miles of service—protecting the chassis parts and the body so that we may truthfully say: “Here is a car that is *built to stay young!*”

It would be impossible to describe all the superiorities of the New Series Lexington without imposing too much upon your time. This somewhat rambling discussion has covered only those points that set this new model out ahead of preceding Lexington models. And this is the finest possible tribute to the New Series Lexington!

Only a personal inspection on your part, a ride in this New Series Lexington, can convince you of the justice of every claim herein! When may our nearest Dealer demonstrate a Lexington to you?

SPECIFICATIONS

ANSTED ENGINE—Cylinders cast enbloc, with overhead valves actuated by our special rocker arms that open valves more widely and quickly, and close them more quietly, than any conventional valve gear with the same cam action. Bore, $3\frac{1}{4}$ inches; stroke, $4\frac{1}{2}$ inches. Upper half of crank case cast with cylinders, lower half pressed steel. With a total piston displacement of only 224 cubic inches, and an S. A. E. rating of only 25.4 horse power, fitted with new-type two-ring pistons that float in lubricant, but neither slap nor pump oil, the Ansted Engine actually develops more than 70 horse power at 3,000 revolutions per minute. The Moore Multiple Exhaust System, which eliminates back pressure (an exclusive feature), and the Lexi-gasifier, which completely vaporizes low-volatile gasoline, assist Lexington's Ansted Engine to develop much more power with much less fuel.

AXLES—Front: I-beam-section drop-forging. Rear: floating; heavy pressed steel housing; final drive through spiral bevel gears.

BRAKES—Service brakes: external contracting on drums of rear wheels; brake action equalized by continuous steel cable passing around pulley. Emergency brake: external contracting on 8-inch drum, mounted around front universal joint of propeller shaft, at rear of the transmission case.

CARBURETION—Carburetor fed by vacuum through Lexi-gasifier from 16-gallon tank at rear of chassis.

CLUTCH—Dry multiple disc type—especially designed and built for use with the Ansted Engine.

COOLING—Cellular radiator. Water circulated by powerful impeller pump. Water temperature controlled by thermostat.

FRAME—Incorporates the new double-triangular center cross-member on which patents have been applied for. Side rails $7\frac{3}{4}$ inches deep. Wide steel running boards bolted to side rails, making replacement easy.

GENERATOR—Six volts; automatically controls current produced.

IGNITION—Vertical distributor integral with Ansted Engine—with coil mounted above—making very compact ignition unit.

LIGHTING—Head lamps mounted on an adjustable radiator bracket—an exclusive and patented Lexington feature.

PROPELLER SHAFT—Seamless nickel-steel tubing, $1\frac{3}{4}$ -inch diameter, with flanges electrically welded. Fitted with fabric-disc universal joints.

SPRINGS—Semi-elliptic all around. Front, 38×2 inches; rear, $59 \times 2\frac{1}{4}$ inches. Fitted with boots to preserve easy-riding qualities.

STARTING—High-speed electric motor engages with gear on enclosed flywheel through screw-shaft and pinion.

STEERING—Irreversible worm and gear, with 18-inch notched wheel.

***TIRES**—Four cord tires, and spare demountable rim, regular equipment. Spare tire carrier mounted at rear (except on Lark).

TRANSMISSION—Selective sliding type, three speeds and reverse.

WHEELBASE—One hundred and twenty-three inches. (Standard 56-inch tread.)

***WHEELS**—Heavy artillery type with steel felloes and demountable rims. (Wire or disc wheels extra, except on Lark.)

WIRING—Single wire system. Fuses and armored cable protect every circuit. Accessible fuse block located on dash under hood.

*Lark equipment includes six cord tires and six wire or disc wheels.

LEXINGTON MOTOR COMPANY CONNERSVILLE INDIANA U S A

